The Pennsylvania Turnpike: America’s First Superhighway
Original “core” exhibit
Changing Source of Power

Existing Conditions:
Industry and Technology Gallery
Conestoga Wagon
Pennsylvania Canal
Pennsylvania Railroad
Pennsylvania Turnpike

Redesigned Industry and Transportation Gallery:
Moving People and Goods
Context:
Pre-PT auto travel (Lincoln Hwy)
South Penn RR/Public Works
Significance: “Interstate Blueprint”
Current Interest: Urban Explorers

Pennsylvania Turnpike Stories to Tell:
History and Contemporary Relevance
The Exhibit: Sections

*Building

*Expanding

*Traveling
Souvenirs and Maps
Construction materials
Tollbooth*
Terrain and Architectural Models

The Exhibit: Additional Interpretive Elements
Film and Audio “Artifacts”
Collecting the Tolls

Tolls raised revenue for roadway maintenance and distinguished the Pennsylvania Turnpike from other highways, since only the actual users paid for it. Rates were based on miles traveled. Rates for trucks were also based on weight and vehicle class. During the early years, a round trip fare on the Turnpike cost passenger vehicles $2.25.

The desire to standardize toll collection and reduce operating costs led the Turnpike Commission to automate its fare system over the years. Beginning in the early 2000s, electronic toll recorders began to replace manned toll booths.

Designing the Exhibit: Displays and Graphics
Tollbooth

Constructing the Exhibit: Assembling the Artifacts
Commonwealth of Pennsylvania - Keystone Funding
Heritage Foundation – Private Donors

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TransCore
Pennsylvania Turnpike Exhibit

The State Museum of Pennsylvania

100% Complete Design
April 23, 2015

steve feldman design